

THREE DAYS LATER FROM EUROPE.

ARRIVAL OF THE PERSEA.

The Royal Mail steamship *Persea*, Capt. Jenkins, which left Liverpool at about 10 o'clock on the morning of Saturday, the 5th inst., arrived at this port at about 7 o'clock on Tuesday morning, Sept. 15.

The steamship *Fulton* arrived off Cove on the morning of the 2d September.

The steamship *Adelphi* was appointed to leave Liverpool for St. John's, Newfoundland, on the 7th, instead of the 5th, as advertised.

The steamship *Indiana* sailed from Southampton for New-York on the 3d inst. with 520 passengers and \$65,000 in specie.

THE STATE OF EUROPE.

From Our Own Correspondent.

LONDON, Friday, Sept. 4, 1857.

Vernon Smith, whose utter want of capacity as President of the Board of Control disgraced friends and foes, and who owes his elevation exclusively to his connection by marriage with the great Whig houses, has at last become aware that he is a nuisance, and it is said in the Clubs that he has given in his resignation, to be replaced by Sir Charles Wood, who under a former administration has already once been at the head of Indian affairs with credit to himself, and much to the benefit of his department. Sir Charles is certainly not a man of genius; his budget was often lamentable when he filled the place of Chancellor of the Exchequer, but he is a most conscientious man, not to be frightened out of his wits by any misfortune, nor to be impelled by success into injustice or such cruel and bloody vengeance as is preached by *The London Times* and *Punch*. Sir Charles is to be succeeded at the Admiralty either by Sir James Graham or by Sidney Herbert. Having thus strengthened his Cabinet, Lord Palmerston will go on to reward the great Whig houses by additional honors to conciliate them, for he is well aware that his own family is a stranger to them, and that he himself has not become the head of the party by his choice. Lord Lansdowne is now to be elevated to the highest rank of the British Peerage, under the title of Duke of Kerry. Lord Robert Grosvenor becomes Lord Ebury, and will share in the honors of the House of Lords together with two brothers—the Marquis of Westminster and the Earl of Wiltton. An additional Cavendish and an additional Vane are likewise destined to go from the Commons to the Peers, and Macaulay is to exculpate the Indian administration from the stain of the mutiny, and to return to his old place. While I write, Mr. Mall is contesting the seat with fair prospects of success, and Mr. Fox is nearly certain to be elected at Oldham. Sir James Gibson, Colclough, and Sir Joshua Walmley remain, and for them the Liberals are anxious to secure seats in Parliament at the first opportunity.

The Emperor Napoleon is turning England's difficulties to his advantage. Not having to fear the opposition of his dear ally, his North African policy becomes suspicious. A squadron is under sail from Toulon for the harbor of Tunis, according to some papers, to exact guarantees from the Bey against the Mohammedan persecution of Jews and Christians; according to others, to protect the Bey against the fanaticism of his own subjects. In either case it is rather an ominous expedition, and presages an extension of the French dominion in Africa. There is no doubt that the English Government dislikes this business, and still more the interview of Napoleon with the Czar Alexander, which is to take place within a fortnight. According to *The Times* is base enough to praise the Imperial Government in high-flowing panegyric for having allowed the French papers to publish the character in one of Mozart's operas, who indulges in most delicious strains in the idea of first hanging his enemy, then roasting him, then spitting him alive—its tearing the position of revenge to tatters and to rage—this would appear but silly if under the pathos of tragedy were not distinctly perceptible the tricks of comedy. *The London Times* overdoes its part, not only from panic. It supplies comedy with a subject even misused by Moliere, the Tartuffe of Revenge. What it simply wants is to write up the funds and to screen the Government. As Delhi has not, like the walls of the city, been in a state of siege, the British Government has been allowed to escape from the charge of having been in a state of siege.

Reliable advices from the Caucasus report that Schamyl still held 11 out of the 12 blockhouses which he recently took from the Russians, although several desperate attempts had been made to recover them. It is stated that reinforcements to the extent of 20,000 men are to be sent from Tiflis against Schamyl. The Commissioners appointed to regulate the Russian border in Asia had arrived at Tiflis.

It is stated that large bodies of Russian Cavalry have recently marched toward the Austrian frontier with a view, probably, of preventing Austria from interfering too much in the affairs of the Danubian Principalities.

A Russian squadron was cruising off Anapa, and a steamer lying in each of the seaports of Circassia, thus preventing Saif Pasha from getting his recently purchased arms and ammunition from Constantinople.

GREECE.

The original chief of the insurrection in Epirus in 1854, notwithstanding a threat of imprisonment, had repented the campaign.

At Corfu the British Government had prorogued the Parliament for two years, and great agitation was the consequence.

THE LATEST.

[By Telegraph from London to Liverpool.]

TAVISTOCK ELECTION.

LONDON, Saturday Morning, Sept. 5, 1857.

Close of the poll—Russell.....154

Miall.....120

Majority for Mr. Russell.....44

THE LIVERPOOL CLIPPER TRANSPORTS.

The James Bainess, with the 97th Regiment on board, was passed on the 17th ult. with 27 sails set. Her progress was wonderful considering the whole.

The Champion of the Seas, with the 30th Regiment on board, was spoken at the same time not far from the James Bainess. The latter vessel, the Black Ball, was the Lightning, was passed the day week 10 miles S. W. of Solby, or about 100 miles from the foreland, in 8 hours.

THE CORN TRADE AT ODESSA.

At the latest dates this market had experienced a decided rise, owing to the shortness of stock and the demand for export. More than 70 vessels were waiting for cargoes, and arrivals from the interior had been delayed by rain. The price of new Gierka Wheat was 38 3/4 per quarter, with 6 1/2 for freight, would bring the whole cost to 45 1/4.

ME, MIALLS AND THE CRISIS IN INDIA.

The *Times* notices very favorably the patriotic and national sentiments expressed by Mr. Miall at Tavistock.

REDUCTION OF THE INFANTRY STANDARD.

A circular from the Horse Guards reduces the infantry standard to five feet five inches.

THE CORN TRADE.

Since yesterday week no less than 52 floating cargoes of grain have arrived at ports of call, of which 19 consist of Wheat and 14 of Maize.

Profr. Thompson delivered a very instructive lecture on the 15th inst.

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